

**SIX DOLLARS
PER QUARTER**

Shipping

STEAMERS

"SHIRE" LINE OF STEAMERS
FOR KOBE AND YOKOHAMA,
VIA INLAND SEA

"BRECONSHIRE,"
Captain Jackson will be despatched as usual
-MORROW, the 8th October, at Daylight.

DODWELL, CARLILL & Co.
Agents.
Hongkong, 6th October, 1881.

DOUGLAS STEAM-SHIP COMPANY
LIMITED.

FOR SWATOW, AMOY & FOOCHO
THE Company's Steamship
"HAIPHONG,"
Captain Harris, will be despatched for

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.
General Managers.

FOR SINGAPORE, PENANG AND
CALCUTTA.
The Steamship

John G. Spence, will be despatched for
Ports on FRIDAY, the 9th instanc
on.
For Freight or Passage, apply to

Agents.
Hongkong, 5th October, 1881.
"MOGUL" LINE OF STEAMERS.
FOR SHANGHAI, KOBE AND
YOKOHAMA

HE Steamship
"HAVERTON,"
Captain Peters, will be despatched as above
about the 12th instant.
For Freight or Passage, apply to
RODWELL, GARRICK & CO.

Agents,
Hongkong, 5th October, 1861.
FOR NEW YORK, VIA SUEZ CANAL
The Steamship

"GUY MANNERING,"
 tain Ford, will sail for the above Port on
 the 12th October, instead of as previously
 advertised.
 For Freight or Passage, apply to

DODWELL, CARLILL & CO.
Agents.
Hongkong, 1st October, 1891.

STRO-HUNGARIAN LLOYD'S STEAM
NAVIGATION COMPANY

STEAM FOR
SINGAPORE, PENANG, COLOM
BOMBAY, ADEN, SUEZ, PORT SAID
INDISI, TRIESTE, VENICE & FIU

"ORION."

John A. Orlando, will be despatched
on THURSDAY, the 22nd inst., at 1
large will not be received on board, and
prior to date of sailing.
For further information as to Passage
tickets apply to _____

DAVID SASSOON, SONS & CO.
Hongkong, 5th October, 1891.

Dear Sir,

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

STEAMSHIP "BRECONSHIRE,"
FROM HAMBURG, LONDON, PANAMA
AND SINGAPORE.
CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at the Godowns of the Hongkong Wharf and Godown Company, whence and/or from the wharves may be obtained.

the contrary be given before Noon,
TUESDAY.
No Claims will be admitted after the
have left the Godowns, and all Goods remain-
delivered after the 12th Inst., will be su-

All claims against the Steamer must be presented to the Undersigned on or before the 1st inst., or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by

Hongkong, 5th October, 1861.

NOTICE TO CONSIGNEES.

FROM NEW YORK:

Optional cargo will be forwarded unless the contrary be given before Noon, To-D

be at once landed and stored at Consignee's expense, and no Fire Insurance was effected.

All claims against the Steamer must be presented to the Undersigned immediately after arrival.

DODWELL, CARROLL & C
Agents.
Hongkong, 2nd October, 1891.

undertake an enterprise against India in retaliation for British hostility in Europe. The Journal urges Britain to seize the present favorable time to enter into a definite agreement with Russia.

BERLIN, September 21st.

Reports received here state that fully half the German forces in East Africa have been destroyed by the natives. The restoration of Major Wissmann to the supreme control of German affairs in East Africa is being urgently demanded.

LONDON, September 22nd.

The India Office has made a grant of £1,000 annually for five years to the funds of the Imperial Institute.

SPIRITUALISM IN CHINA.

For centuries the average Celestial has been calling spirits from the vasty deep like Owen Glendower and with about the same success. As in the United States, the practice has grown into a business, and a very large and lucrative one. It takes all sorts of odd forms, from worshipping devils and healing the sick to driving young men whom to marry, and driving vermin out of homes. In fact, as a class, Chinese "spirits" are much more practical and sensible than their American cousins, who waste their time in painting villanous daubs or writing love verses. The best part of the trade is monopolized by the church and is summed up in the queer phrase, "bringing Joss to a house." Not long ago we were fortunate enough to witness a performance on a large scale. A wealthy business engaged a house-medium to drive away a certain devil, which had been worrying the family several months, and to cure his wife of a sprained ankle, and his brother of a bilious fever. The necessary financial arrangements were made and the night mentioned set apart for the solemn event. We arrived early at seven o'clock in the evening. The establishment consisted of a series of houses built about a quadrangle, and standing in a large yard surrounded by a high wall. The boatman and the No. 1 wife lived in one building, wives 2 and 3 and several concubines in the rest. The quadrangle was brilliantly illuminated with colored Chinese lanterns and powerful kerosene lamps. During the day the priest had sent carpenters and assistants to the place and had converted the main room of the middle house into a church. The doors were removed and long red hangings fastened with religious quotations were hung from the top of the frame-work. In the rear of the room, against the wall and facing the door, was a handsome altar and altar table covered with urns, vases, artificial flowers, incense and bric-a-brac. In the centre of the altar was a great picture of Joss himself, a large lamp, symbolic of the light of immortality. Between the altar and the door was a common kitchen-table, covered with white sand and having mounds of sand at each corner. We were puzzled by the contrast, but later on came to understand its purpose. At about half past seven, the booming of a heavy gong announced the arrival of the priest and his assistants. The former was an elderly man of pleasant appearance, the latter young men of a very good class. They saluted the crowd that had gathered in the quadrangle and then marched into the altar room. A few moments after a second roll of the gong proclaimed the advent of Joss. The priest set up a chant, rhythmic and beautiful. It was sung not in the funny falsetto with which coolies woe the divine muse, but in a manly baritone, deep from the chest. After twenty bars, the song ceased, the outer and inner gates were thrown wide open and "Joss" was brought in. He was not an imposing personage in any way, being nothing more or less than a very well-made and handsomely-dressed old. Black hair and whiskers, several robes of brilliant colors which would have won the heart of any five-year-old American girl. He was securely fastened to the rear of a strong sedan chair of ordinary size, that was carried by four stalwart porters. The chair-poles were much shorter and stouter than usual, being four inches in diameter and ten feet long from tip to tip. Poles and chair were carved into fantastic shape and lavishly decorated with scarlet paint and heavy gilding. Behind the chair came a cortege of church followers, including the gong-bearers, lantern-men, incense-burners and others. They looked superb in the light of European dress, but a word from the priest reassured them. The chairmen advanced to within a foot of the door-way, the gates were closed and locked and the ceremony began. Attendants ran to and fro, placing lighted Joss-sticks and prayer-candles at the doors and windows, at the edge of the inner gate, and at irregular points in the pavement of the quadrangle. The priest in the church room broke into a wild chant that was accentuated from time to time by the hollow voice of the gong and the whistling singing of the people. The chair porters stood like statues looking at the glaring lights of the altar that shone full in their faces. The music grew wilder and wilder, and we noticed that the four porters were becoming mesmerized, hypnotized or whatever it may be called. They began to totter, then stagger and then to rush to and fro, never losing their grasp upon the chair. It might have seemed to a credulous observer as if the chair were in the hands of a mighty invisible being, who played with it and the four giants, as if they were but feathers in his hands. Then the chair moved about in each way. Again the priest broke into a column with so much force as to cut a piece of flesh from his leg as large as a man's hand. At another pole placed a by-stander to the wall by his shoulder with such power as to make the blood spurt out. In the meantime five priests, with strips of burning paper covered with prayers, darted here and there, throwing the flames into every nook and corner. Suddenly the music ceased, the chair stopped its mad career, the gates were opened and the chair was wheeled away and would never return during his remaining diabolic career. So at least the priest said, and we tell it for what it is worth.

There was a rest for ten minutes in which tea and cigarettes were handed around liberally, and then the programme was attacked again. The chair porters, who by the way had never moved during the recess, but had stood erect with eyes half-closed and glazed, walked slowly forward to the church, crossed the threshold and announced the advent of the spirits. The priest then broke into a chant, but this time in a plaintive voice and minor key that were very effective. The women and children in the quadrangle fell upon their knees and the more devout bowed kneeling until their foreheads touched the ground. We had secured in the meanwhile a cogn of vantage near the altar and watched the chair porters. They seemed in the same daze as before. The chair now began to sway and tilt, but this time the motion was vertical and not horizontal. The movement became so strong that first one porter and then a second was forced down upon his knees. This brought the pole of the chair to the surface, upon which the moment it touched the table, it began to crawl huge Chinese characters. One priest transcribed the letters upon this writing pad and two others scattered fresh sand upon the table as fast as each word was written. This continued two hours, when the chanting ceased and the high priest announced

the ceremony at an end. The chairmen were rewarded with wine and brandy, of which they poured down a quart, a good comment upon the exhaustive character of their work. The priest kindly showed us the book he had made from "Joss" dictation. The communications were simple and wise. For the sprained ankle, it recommended a warm poultice and some liniment; for the bilious fever, a strong cathartic and a low diet; for any future devils, who might desire to visit the place, a treatment of white wash and scrubbing which, considering the condition of some of the rooms, was advice worthy of Solomon.

The priest wasn't a bad fellow and in reply to our questions said that "bringing Joss to cure the sick" was as popular as ever, and that where the priest had a good knowledge of medicine himself, the treatment was more successful than that of any regular physician—but that the exorcism of devils was no longer in great demand. Either the devils were getting fewer than they used to be or else people didn't mind their presence as contentants. He sighed as he spoke and unconsciously chinked the silver in his money-pouch—Was there a connection between the action and the thought?

Clairvoyants and fortune-tellers in China are as thick as the famous leaves of Vallambrosa. Even the seventh daughter of the seventh son is not unknown. Of the fraternity in question nearly all are priests and monks, who add these trades to their regular business in order to increase their incomes. On account of the education of the hierarchy—and their living together in the Joss-houses and convents, where the more expert can teach the others all the details of the science, the professor of the black art in China is much more skilful than his colleagues in the United States. Thus for example, they make frequent use of that curious principle in acoustics which causes an object to emit a musical sound out of sympathy with that given by another body, possessing the same natural note. In the Joss-room there will be a handsome bronze gong, supported by three or four wooden pillars. When a searcher after truth is interviewing the priest in another part of the room, the gong will give out its melodious sound either in answer to a question, or else to accent some exhortation or advice. The trick had deceived many unfamiliar with science who never dreamed that the dry wooden bar, extended it might be a hundred feet to another part of the temple, would carry the sound wave from the latter place and so set the gong in motion. The same principle is applied to musical, statues, ancient relics and what the unregenerate European calls "potted ancestors."

The commonest kind of fortune-telling is found in every Joss-house. Upon the altar-table is a cylindrical vase about three inches in diameter, more than ten inches high, half-filled with long, flat bamboo sticks a foot in length. The number varies from 60 to 150. Each stick is inscribed with a sentence and a number. The worshipper stands before the altar, bows, takes the "luck-stick," bows or kneels three times and then shakes the box with a sliding motion until one of the sticks separates itself from the rest and comes forward and upward until it hangs over the box's edge. The stick is then taken to a priest, who reads the number and either reads the fortune belonging to the number from a well-worn book or what is more common, gives a slip of paper on which is lithographed a short statement of good and evil things that are to come to the applicant. According to the extent to which his desires are gratified the latter rewards the priest. Sometimes it is a half cent and sometimes a dime. The "fortunes" are written in the literary Chinese language, and are much more poetic than clear and accurate. We have over twenty that we have obtained in as many Joss-houses, and all are alike in predicting 90 per cent. of happiness and 10 per cent. of sorrow. Following is a sample of the good kind—

"Sails on the ocean bring wealth and joy, to him who merits, but pain and ill-lidings to the unconfident. A dark cloud makes the fertile field seem barren, but the sunlight after a time drives it away. The thought in thy mind shall blossom in silver and diamonds, unless during thy sleep it is stolen by thy foe. Under the trees, thou shalt find repose and rest, but the fruit must be tended day and night. Sickness is of a day and a night, and rightfully regarded, should bring wisdom and right-living to the afflicted." These are half-cent per page are certainly cheap platitudes. They are popular, however, and are bought by so many people and so often that they keep the priests and monks from starvation. For formal religion in China is on its death-bed. Not one church in a hundred can boast of accommodations for its ministers that are better than a pig-pen. Ruined walls, broken roofs, dirt and decay are everywhere. The real religion of the Chinese, ancestor-worship and a hybrid spiritualism, is believed in by the masses who have learned that they can conduct every ceremony satisfactorily as a professional. The lower classes are almost entirely agnostics.

Here and there are found fortune-tellers and clairvoyants of great fame. They are usually priests of great intellectual ability, who have studied physiognomy, mind-reading, muscle-reading and hypnosis, and have evolved some ingenious system of their own. The best I have encountered is the senior priest of the Temple of the White Stag. He is well advanced in years, but as shrewd, active and perceptive as a young man. He is a pleasant companion and abundant with wit and anecdote. I commend his style of work to beginners in professional spiritualism. He dons a dark robe, assumes a gloomy expression and fairly glazes at his patient. Each question is put in his most dignified voice, and so phrased as to contain the answers to a series of questions. As he speaks, his eyes never leave the eyes of his questioner, and during the interview his hand touches the latter's hand or pulse. His mind-reading is as good as that displayed by Brown or Pook or Blahop, and to the four corners who seek at a half-cent per page are certainly cheap platitudes. He changes his style from one moment to another and so adds the charm of good acting to his work. It is needless to add that he is the richest priest in Amoy. Some days he has more than a hundred paying visitors. What a lovely example for Dias Debar!

The queerest industry in the ghostly line is "grave-telling." When the average Mongolian reaches manhood's estate, one of his first ambitions is to have a nice and comfortable grave. The moment he has the requisite cash, he consults one or more "grave-tellers." These are old scholars, whose scholarship has not been appreciated by the public at large or who have fallen from grace by gambling, opium-smoking or other vices, and who earn a precarious living from astrology, geomancy, clairvoyance and similar "supernatural" sciences. The philosopher, after receiving a fee whose amount is proportional to the wealth of his client, consults his mystic books, draws an incomprehensible diagram with points and straight lines and announces that such and such a spot is a "good" (good) place to visit certain cemeteries and burial-places. The day arrived, the parties are on hand no matter what tricks the weather may play. I have seen them in a rocky pass where the thermometer was 125° and in a marsh knee-deep in mud when the rain was an ice-cold deluge. They come dressed in their best clothes, newly washed and shaved. The grave-tellers are equipped with books, diagrams, paper and a forked rod, strangely resembling the divining-rod with which our ancestors sought for gold and veins of ore. The search begins with prayer, and then comes

a weary walk and talk, sometimes lasting hours. The site is finally picked out. Often two or three sites are selected, so that in case the use of one is prevented by unforeseen circumstances, another one will be ready. The client arranges with the owner of the land and the authorities, and is then prepared to die in peace.

The practice is universal and as old as Chinese civilization. Its influence upon the people is something tremendous and may be inferred from the use of the term *fung-suey*, just mentioned. It means literally "wind-water," and originally meant that a grave was wind and water-tight. It was next applied to the owner and prospective occupant of the tomb. He had a good *fung-suey*, i.e.,—he was a happy and fortune-favored person. Its use was extended to families, dynasties, houses, temples, so that it came to include the ideas of wealth, prosperity, power, duration, beauty, piety, and magnificence. It is the largest word in the Chinese language and is a shibboleth at times more terrible than any phrase in the history of the race.

FALES—BEDLOE.

NOTES FROM CHINESE PAPERS.

A telegram has been received from Hankow stating that a fire occurred in the Chinese portion of that city on the 26th September, destroying over a thousand houses. The fire was caused by the carelessness of a cook with his fire. No disturbance or robbery took place.

Piracy is again rife along the coast near Amoy, after having subsided a little upon the capture and execution of fourteen sea-rovers in the spring. Three days before the mid-autumn festival, a merchant junk, heavily laden, while proceeding to Amoy was followed by a strange craft which imitated all the junk's movements. The crew at first took no notice of the manoeuvres of the stranger, which kept on edging nearer and nearer. When about a mile from the close together the junkmen called out to the crew of the unknown boat to keep clear and avoid a collision, but the reply was a fire-bomb, followed by several men with cutlasses and pistols. The junk's supercargo was killed on the spot and one sailor leaped overboard and was drowned. The rest of the crew and the lowly were tied to the masts. While this was going on, a patrol boat was tranquilly sailing about, looking out for pirates, never dreaming that the scourges of the sea were so close at hand. After dividing the booty the pirates anchored their prize and drove the crew on shore, themselves sailing away immediately over the trackless sea. The authorities despatched many boats in pursuit, but all returned without effecting their object.

NAGASAKI.

(FROM OUR CORRESPONDENT.)

September 27th.
There is reassuring news from Vladivostok, quite a number of the lately escaped convicts having been recaptured, some dead and others alive; the Russians are paying 50 roubles premium for live criminal, and 75 for a dead one, if brought in. The Government issued a proclamation that at present only 16 criminals were at large out of the whole crowd that escaped some time ago, it is generally supposed that there are a lot more adrift, and the authorities wish to keep it dark. The bound who killed the French officer has been brought in by two young Russian hunters, boys of scarcely 17 years of age; lots of things belonging to the murdered gentleman were found on his person. The Russian bandmaster, who was murdered, met his fate within 30 yards of the barracks. Consternation reigns in Vladivostok on account of the daring burglaries that are taking place. This is rather strange in a place so powerfully garrisoned. A watchman is told off for every four houses at night. Detachments of soldiers are hunting after the miscreants. The other day three of them were surrounded in the low brushwood near Vladivostok; but two of them made good their escape, and only the third one, who had been wounded, was secured. A number of Chinese and Koreans are said to have been also murdered for the sake of their clothes; they even use the pistols of the Chinamen for disguises, to enable them to pass off for Asiatics during their depredations.

You are aware already that the French flag-ship *Triumphante* grounded outside Vladivostok, but floated off again all right; two Russian men-of-war went to her assistance, and took her guns, stores, etc., on board to lighten her. People here are giving the news from Vladivostok of the *Triumphante* pricing a dead criminal at 75, and a live one at 50 roubles, a significant consideration.

From Fusan I hear that the typhoon on the 26th and 27th inst. has been "relating" old Harry there; two Japanese junks were wrecked in the inner harbor, and quite a number of native craft were wrecked; about 25 lives are reported as lost. The sea-wall is more or less washed down; some other considerable damage has been done on shore. In Gensan the typhoon did not blow so hard, but there was some amount of rain, and a tremendous sea on; the Customs officers could not manage to get at the pier-head to light the harbor-light.

Nothing peculiar to report from it's place. *The Cape City* is still submerged in the harbor, and I have not heard of any steps taken yet to raise her. I believe an offer to do so has been made for \$4,500, but has not been accepted yet. In the Court of Enquiry held on this sad disaster the captain's certificate was suspended for six months. I note that none of the accounts of the accident hitherto published are quite correct. She actually went right over, bottom up, with the keel out of the water. When the top-gangway was struck the ground, she recovered and gradually righted herself, but the masts, her beam ends, and then the hatches became level with the surface of the water, which was a sight never to be forgotten. I mean the fight of the air compressed in the hull escaping from the hatch-ways; and the water rushing in; each hatch almost looked like a sea-mile, or a torpedo exploding, or a few hundred whales spouting close together simultaneously. You can imitate the effect on a small scale, by suddenly immersing an empty bottle below water, with the open neck upwards. Diving operations for the missing lady and the second officer were undertaken at once, but were of no avail, the vessel being in 11 fathoms of water. Even professional divers with their full apparatus were on the spot within a remarkably short time, but nevertheless to no avail. One of the first rescuers to hurry to the scene of the disaster was Captain Trent of the steamer *Atashi*, who had the satisfaction of saving a Chinaman and a Manilaman from a watery grave; one of them "came round" again when the vessel was raised, but the other took a long time to recover. When the vessel had sufficiently filled, she righted again, after which she went down "like a shot." The Captain was one of them who had gone down in her, but it seems he had grasped a piece of wood, which floated him to the surface again. The top-gallant masts broke off when they reached the bottom; the gallant and top-gallant yards were aloft at the time. In her present position the top-gallant yards are about 100 feet above the water. Between typhoons and the loss of a vessel it is not to have had quite an eventful time in our port lately. But it is not

curious that our land telegraph lines should break down during every typhoon? Is it the same in China? Or is John Chinaman building his telegraph lines more substantially?—*Shanghai Mercury*.

NANKING.

(FROM OUR OWN CORRESPONDENT.)

September 28th.
The "Sleeper Memorial Chapel" of the Nanking University (American M. E. Mission) was dedicated yesterday with appropriate ceremonies. The building is the gift of a generous lady, Mrs. Davis of Boston, who visited this city about a year ago. Its name perpetuates the memory of her father, Mr. Sleeper, who was also a devoted member of the Methodist Church. Mrs. Davis is reported to have died quite recently in Germany, before she had completed the laudatory tour she was making of the world. The chapel is a very pretty Gothic structure, capable of seating five hundred persons or more. The exercises were conducted jointly by the Rev. Leslie Stevens, Superintendent of the Central China District, the Rev. Jno C. Ferguson, President of the University, and the Rev. D. W. Nichols.

(FROM ANOTHER CORRESPONDENT.)

September 28th.
Nothing new or startling has transpired within this city for the past few days. Everything on the surface appears quiet, but it is well for us to heed the advice of an old heathen teacher, which he gave a day or two ago, in talking to one of our community, when the brother said "no danger now; everything quiet." The old teacher quoted a passage of Scripture that it is well for us to constantly bear in mind. "Watch and pray," especially "watch," said he, "you can't tell what is coming!"

The Viceroy sent us word that he could guarantee the protection of the lives of the missionaries, but could not guarantee the protection of property. Some of the guards, sent to protect one of the compounds, said to the brother living there, "If a riot occurs, you come into our camp and we will protect you, but can't protect your home." The above will give you some idea of the state of affairs in Nanking.

The Viceroy is talking of employing a foreigner as his adviser on foreign affairs, and Madam. Sun has been that one of the making missionaries is bidding for the position and a fair prospect of getting it. Your correspondent thinks it quite a falling away to leave the calling of the Lord to save souls, to accept the calling of a heathen Viceroy. "From the great to the small."—*N. C. Daily News*.

WORKING CARGOES ON SUNDAYS.

The following appears in the *Morning Post* of Sept. 3rd.—A telegram from Singapore says: "The Home Government has disallowed the ordinance preventing Sunday work in Hongkong Harbour. This has pleased the shipowners." At first sight this seems to contradict the assurance of Baron H. de Worms to the House of Commons, that "the Secretary of State proposes to communicate with the Governors of those Colonies in which Sunday labour in the ports appears to be not sufficiently restricted, with a view to further restrictive measures being taken, either by legislation on the lines of the ordinance recently passed in Hongkong or otherwise." The 126,000 officers and seamen who annually frequent the great harbour of Hong Kong under the British flag, besides those who do so under foreign flags, ask for the same quietude of the day of rest when in Hongkong which they obtain by legislation in the United Kingdom and in those self-governing Colonies which have representative institutions, and in which the working of cargoes on Sundays is prohibited, and even in the treaty ports of heathen China, where the Customs officers refuse to work on Sundays. Even though the working of cargoes at Hongkong, which claims to be next to London and Liverpool in the extent of its shipping, be done by landmen, all rest and worship is banished from the ship so long as the which and hoist are being worked, and much bitter feeling is engendered against the owners, who are supposed to be sailors by the sailors, and rest and worship in England and Scotland. "For three years the Press of Hongkong and the local government have been discussing the matter, and all but some agents of a few shipowners at home are now agreed that a general law, applicable to all nationalities alike, should be passed restricting the working of cargoes in Hongkong as in the treaty ports of China, if not prohibiting it, as in the United Kingdom, and in the popularly-governed Colonies. A Sunday Cargoes Working Ordinance forbidding the practice without a permit, to be paid for according to the tonnage of the ship, was read a first time by the Council of Hongkong, and published on the 20th of April. It was passed the second and third reading at one sitting on the 5th of May, and was to have come into operation on the 1st of August. But the passing of the ordinance through its second and third stages at one sitting appears to have been irregular, and its opponents had presented a petition against the ordinance being confirmed by the Secretary of State for the Colonies. Several leading shipowners have not signed this petition, such as Messrs. Jardine, Matheson and Co., the Messageries Maritimes, the Peninsular and Oriental S. N. Co., and those shipowners who forbid their captains working cargoes in Hongkong harbour which they could not work in the self-governing Colonies or in the United Kingdom, or in the treaty ports of China. This hostile petition is a counter one to that signed by 600 captains, officers, and shipping people three years ago, claiming a day of rest, and is signed by 100 persons, who, although some 48 or 50 are directly connected with shipping, several of these being foreigners, and of these only 70 are heads of houses, leaving 31 clerks who could hardly do otherwise than sign when their chiefs did so, several of the clerks being amongst the 60 landmen not heads of houses who signed the sailors' petition in 1888 in favour of legislation. The telegram is inaccurate in saying that "this has pleased the shipowners," for the shipowners are not united on this question, many of them being for far dealing, and just consideration towards their officers and crews with whom they preserve their most friendly relations. The probability is that Lord Knutsford has simply disapproved of the hasty proceedings in passing the ordinance, and not of the ordinance itself, which does not prohibit the working of cargoes on Sundays as do the laws of the United Kingdom or of the larger Colonies, but allows Sunday cargo work on payment for a permit, as has been done for nine years with some good effect in the Presidency of Bombay.

ORIGIN OF THE SYMBOL "A I."

In the annals of Lloyd's Register the following account is given of the origin and meaning of the symbol "A I."—denoting superlative excellence: Some time about the year 1668 there stood a coffee-house in Tower Street, London, kept by one Edward Lloyd, a man of intelligence and energy, under whose able management it became the favorite resort for all persons connected with ships in this vast community of eighteen hundred thousand persons. For the better information of the merchants, ship owners, underwriters and

Intimations.

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COMPLETE HOUSE FURNISHERS AND BEDDING MANUFACTURERS.

ship and insurance brokers who congregated at his coffee-house, Lloyd, in 1716, began the publication of a weekly shipping paper known as Lloyd's List, in which was contained information so useful to all concerned that in time it led to an organization composed of all those who were peculiarly interested in the proper conduct of marine affairs, and so the coffee-house became the headquarters of the maritime business of London, and especially marine insurance.

In Lloyd's List, as at first published, the vessels were assigned to classes designated by the letters A, E, I, O, U, which referred to the vessels' hulls, while the letters G, M, B, meaning "good," "middling" and "bad," related to the vessels' equipment. Thus the class A G vessel was a first-class ship, with a good outfit, while U B was the designation given to a ship of the lowest class with a bad outfit.

In the register printed in the year 1776 it is observed that the numerals 1, 2, 3, 4 were adopted for the first time in describing the condition of the vessels' equipment, the Roman capitals A, E, I, O, U remaining unchanged as representative of the classification of the hull. This is the earliest record extant of the familiar term A I.

The universal success of Lloyd's rules and registry, and the consequent rivalry and flourishing, were powerful factors in establishing Lloyd's as a competition societies and publications in other countries of the world. The most powerful of these latter-day corporations is the Bureau Veritas of France. Other well known shipping and insurance committees are those of the German Lloyds, the Austrian Lloyds, the Scandinavian Veritas, the Italian Register, and in the United States the American Shipmasters' Association, which issues a record of survey and classification of vessels with the approval of the Boards of Underwriters of New York, Boston and San Francisco, under the title "Record of American and Foreign Shipping."

AMERICAN CLIPPERS.

WONDERFUL VOYAGES MADE IN THE DAYS GONE BY.

Writers of maritime history give to the United States the credit of establishing long lines of communication by sea with far distant countries. As early as 1789 the merchants of Boston dispatched their ships direct to China and the East Indies, some time before England entered on this trade; for the American vessels not only brought their cargoes to the home markets, but also trans-shipped spices, silks, teas, sugar, coffee and cotton to Europe. In those times a skipper felt satisfied if he made the outward voyage of 15,000 miles, by way of the Cape of Good Hope, in 150 days, and came back via Cape Horn, some 17,000 miles, in the same time.

The development of the resources of the East by the East India Company, and the richness of the freights carried by the United States vessels—the proceeds of a single voyage often defraying the first cost of the ship—induced England to enter into competition; thus starting that rivalry between the sailing ships of the two nations that was long the admiration of the world. In 1845 the American clippers, long, low, of good beam, very fine lines, and with yards so square and spars so lofty as to set a greater spread of canvas in proportion to their tonnage than any ship hitherto sailed, entered the race and left all rivals far astern.

Then followed the days of which the "ad seadogs" still love to tell, when every stitch of sail was carried until the fierce wind blew it from the bolt-ropes; when for weeks the lee scuppers lay buried in the seething water, and the flying jibboom plunged deep into the white-capped waves; when the good ship *Sovereign of the Seas* came into port ninety days from Hongkong, and the town gathered on the wharf to welcome the daring navigator, while the cargo of teas and coffee was sold at fabulous prices. And these old salts still discuss the dinner given the bold captain that night, when the log of the voyage would be read and men would sit amazed at hearing that in twenty-two days the ship had sailed over 5,391 miles, that for four days her daily run had been 341.8 miles, and that in one day she had done 375 miles, at the rate of 15.6 knots.—*Scribner for September*.

WONDERFUL GROWTH OF LONDON.

It will surprise many people to learn that the growth of population in London compares very favorably with that of any of our American cities, and that there seems practically no limit to it. London has not increased more than 40 per cent. like Brooklyn, for instance, in the last decade, but she has completely distanced New York city in ratio of growth. The city which 300 years ago had but a modest 150,000 inhabitants, when Paris already had 400,000, has increased by a full million, and has built 130,000 houses in the last ten years. To-day London police district, a 72-mile radius, and including the "City," contains 5,633,333 persons. And it is constantly receiving and swallowing in its mysterious depths tens of thousands of immigrants from the four quarters of the globe. In its process of absorption, London has taken in 59 parishes in Middlesex, 24 in Surrey, 18 in Kent, 14 in Essex and 10 in Hertfordshire. Within its present circumference of 70 miles it contains no less than 797,679 houses. Six million people and a million houses is what London will figure up long before the end of the century.

Looking backward leads us to appreciate the mighty growth of London. Macanlay, somewhere in his essays, speaks with enthusiasm of this vast community of eighteen hundred thousand persons. That was but a little more than

a generation ago. In 1801 the School Board's census gave less than a million as London's population. Perhaps, with the outlying districts, properly suburban, it then had twelve hundred thousand. Since then it has become the first city in the world. The real growth of London has all been within 120 years. What will it be if it goes on at the present rate for another six score years?

One notable feature of London and all the great English cities is that the population is thin at the centres, and usually thickest around the circumference. It is estimated that there are 400,000 "semi-Londoners," who do business in town, but sleep in the country, beyond the metropolitan orbit, who have not been included in this new census.—*Boston Journal*.

To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship "ESMERALDA." Captain G. Taylor, will be despatched for the above Ports on SATURDAY the 10th October, at 5 p.m.

For Freight or Passage, apply to SHEWAN & Co., General Managers. Hongkong, 7th October, 1891. [129]

HONGKONG FOOTBALL CLUB.

THE ANNUAL GENERAL MEETING, for the purpose of receiving the Committee's Report for the last season and Electing the Committee and Officers of the Club for the ensuing season, will be held in the Cricket Club Pavilion, on FRIDAY, the 23rd October, at 6 p.m.

W. H. WALLACE, Hon. Secretary. Hongkong, 7th October, 1891. [129]

VICTORIA PRECEPTORY.

A REGULAR MEETING OF THE VICTORIA PRECEPTORY will be held on TUESDAY next, the 11th October, at 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 7th October, 1891. [129]

Intimations.

HONGKONG RIFLE ASSOCIATION.

A SCRATCH SPOON COMPETITION will take place on SATURDAY, 10th Inst., at Kowloon, commencing at 2.45 p.m. Range 200, 300 and 600 yards. Seven rounds and one sighting shot at each distance. Positions and targets as at Bisley 1890. Entrance fee 3s cents.

J. ANDERSON, Acting Hon. Secretary, R.M. R. A. Hongkong, 6th October, 1891. [6]

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROBERTS), HAS REMOVED TO

THE BANK BUILDINGS, QUEEN'S ROAD, (above Messrs. Danks, Bros. of China, Ltd.).

CONSULTATION FREE. Hongkong, 27th July, 1891. [129]

CARBOLINEUM AVENARIUS.

(REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes, and Ship's Tackle. May be applied to Beams, Floors, Walls, Ceilings, Wooden Ornaments, Eaves, Roofs, Wooden Sheds, Farmers' and Gardeners' Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground. Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and brick. White sails do not touch wood painted with Carbolineum Avenarius.

Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities. Sold in casks of about 450 lbs net, Price 8 cents per lb.

For further particulars apply to SCHEELE & Co., Sole Agents, No. 16, Stanley Street. Hongkong, 2nd December, 1890. [144]

VICTORIA EMPORIUM.

6 & 8, LYNCHBURG TERRACE.

HUMBER SAFETY BICYCLES, HART-CYCLE SAFETY BICYCLES, RUDGE SAFETY BICYCLES, MACHINES of all sizes, fitted with all the latest improvements. Hongkong, 25th September, 1891. [112]

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank, -165 per cent. premium, sellers.

The National Bank of China, Ltd., -25 per cent. dis., buyers.

The National Bank of China, Ltd., Founders' shares, \$170 per share, sales and buyers.

The Bank of China, Japan & the Straits, Ltd., -85 per share, sellers.

The Bank of China, Japan & the Straits Ltd., Founders' shares, \$137 per share, sellers.

Chinese Imperial Loan of 1884, B-25 per cent. premium, sellers.

Chinese Imperial Loan of 1884, C-5 per cent. premium, buyers.

Chinese Imperial Loan of 1884, E-14 per cent. premium, buyers.

Union Insurance Society of Canton, -85 per share, buyers.

China Traders' Insurance Company, -664 per share, sellers.

North China Insurance, -255 per share, sellers.

Canton Insurance Company, Limited, -107 per share, sellers.

Yangtze Insurance Association, -70 per share, buyers.

On Tai Insurance Company, Limited, -150 per share, buyers.

Hongkong Fire Insurance Company, -315 per share, sellers.

China Fire Insurance Company, -87 per share, sellers.

Hongkong, Canton, and Macao Steamboat Co., -333 per share, sales.

China and Manila Steam Ship Company, -60 per share, buyers.

Indo-China Steam Navigation Company, Limited, -30 per cent. discount, buyers.

Douglas Steamship Company, -338 per share, buyers.

The Steam Launch Co., Limited, -nominal.

Hongkong and Whampoa Dock Company, -380 per cent. premium, sales and sellers.

Geo. Fenwick & Co., Limited, -113 per share, sellers.

Hongkong Hotel Company, -65 per share, buyers.

Hongkong Hotel Co.'s Six per cent. Debentures, -350.

The Austin Arms Hotel and Building Company, -110 per share, sellers.

The Peak Hotel and Trading Co., Limited, -4 per share, sellers.

The Shamen Hotel Co., Limited, -nominal.

Punfong and Senghoo Dua Samantun Mining Co., -33 per share, sellers.

The Raub Gold Mining Co., Limited, -30.60 per share, sales.

Imuris Mining Co., Limited, -88 per share, sellers.

The Imperial Gold Mining Co., Limited, -34 per share, sellers.

Tongin Coal Mining Co., -335 per share, sales and sellers.

The Jelebu Mining and Trading Co., Limited, -44 per share, sellers.

The Selama Tin Mining Co., Limited, -50 cents per share, sellers.

London and Pacific Petroleum Co., Ltd., -15, sellers.

China Sugar Refining Company, Limited, -169 per share, nominal.

Luen Sugar Refining Company, Limited, -53 per share, buyers.

A. S. Watson & Co., Limited, -320 per share, buyers.

Crookshank & Co., Limited, -25 per share, nominal.

Hongkong Dairy Farm Co., Limited, -47 per share, sellers.

The Kowloon Land Investment Co., Limited, -814 per share, sellers.

The Hongkong Land Investment Co., Limited, -876 per share, sales and sellers.

The West Point Buildings Co., Limited, -226 per share, sellers.

The Labak Planting Co., Limited, -16 per share, sellers.

The China-Borneo Co., Limited, -10 per share, sales.

H. G. Brown & Co., Limited, -48 per share, buyers.

Hongkong and Kowloon Wharf and Godown Company, -70 per share, sellers.

Hongkong Rope Manufacturing Company, Limited, -100 per share, sellers.

Hongkong Gas Company, -131 per share, sellers.

Hongkong Ice Company, -86 per share, sellers.

Hongkong and China Bakery Company, Limited, -175 per share.

The Hongkong Brick and Cement Co., Limited, -814 per share, sellers.

The Green Island Cement Co., -10 per share, sellers.

The Hongkong Electric Light Co., Limited, -44 per share, sellers.

The Hongkong Steam Laundry Co., Limited, -85 per share, nominal.

The Hongkong High-Level Tramway Co., Limited, -65 per share, buyers.

EXCHANGE.

ON LONDON, Bank, T. T. 3/11

Bank Bills, on demand, 3/11

Bank Bills, at 4 months' sight, 3/11

Credits at 4 months' sight, 3/11

Documentary Bills, at 4 months' sight, 3/11

ON PARIS, Bank, T. T. 3/11

Bank Bills, on demand, 3/11

Bank Bills, at 4 months' sight, 3/11

Credits at 4 months' sight, 3/11

Documentary Bills, at 4 months' sight, 3/11

ON SHANGHAI, Bank, T. T. 7/21

Private, 10 days' sight, 7/21

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Ravenna*, with the outward English mail, left Singapore on the 6th instant at 4.30 p.m., and may be expected here on the 12th.

THE AMERICAN MAIL.

The O. & O. S. N. Co.'s steamer *Gallic*, with mails, left San Francisco on the 15th inst.; left Yokohama on the 3rd instant, and may be expected here on the 8th.

THE INDIAN MAIL.

The Indo-China S. N. Co.'s steamer *Chalydra*, from Calcutta and Straits, left Singapore at 6 p.m. on the 3rd instant, and may be expected here on the 10th.

THE CANADIAN MAIL.

The Canadian Pacific Steamship Co.'s steamer *Empress of China* left Vancouver for Japan on the afternoon of the 4th instant.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Lombardy*, from Bombay, left Singapore on the morning of the 2nd instant, and is due here on the 8th.

The Indo-China S. N. Co.'s steamer *Chalydra*, left Singapore on the afternoon of the 3rd instant, and is due here on the 10th.

The steamer *Harbin*, from Liverpool, left Singapore on the afternoon of the 5th instant, and may be expected here on the 11th.

The P. & O. S. N. Co.'s steamer *Gallic*, left Bombay on the 1st instant, and is due here on the 10th.

The P. & O. S. N. Co.'s steamer *Brindisi* left London on the 28th August for this port.

The China Shipper's Mutual S. N. Co.'s steamer *Omya*, from London and Liverpool, passed the Canal on the 17th ultimo, and may be considered due at Singapore on or about the 5th instant.

CHINA COAST METEOROLOGICAL REGISTER.

6th October, 1891. — At 4 P.M.									
STATION.	Wind.	Temp.	Humidity.	Bar.	Dir.	Force.	Clouds.	Sea.	Remarks.
Wanchow	SE	81	78	30.00	100	1	100	1	
Yokohama	SE	81	78	30.00	100	1	100	1	
Shanghai	SE	81	78	30.00	100	1	100	1	
Amoy	SE	81	78	30.00	100	1	100	1	
Swatow	SE	81	78	30.00	100	1	100	1	
Hankow	SE	81	78	30.00	100	1	100	1	
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Shanghai	SE	81	78	30.00	100	1	100	1	
Amoy	SE	81	78	30.00	100	1	100	1	
Swatow	SE	81	78	30.00	100	1	100	1	
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Hankow	SE	81	78	30.00	100	1	100	1	
Wuchang	SE	81	78	30.00	100	1	100	1	

THE Italian cruiser *Vellutano* left Shanghai for

Mr. T. LLOYD WILLIAMS, Editor of the *Bangkok Times*, who has recently been in very poor health, left Bangkok for a trip to Europe on September 22nd.

KING Fantau still reigns supreme at Kowloon City and Sam-sui-po, in spite of all alleged Chinese official promises to the contrary. What cannot be cured must be endured.

A CRITICAL observer remarks that the greatest politician often climbs to the top of the poll. No reference to our local statesman, the distinguished author of *Kewitch's Share Bill*.

At a general meeting of the Shanghai Volunteer Corps, held on September 28th, Capt. Holliday of the Light Horse, was unanimously elected to the post of Commandant of the Corps.

The Minister for the French Republic to Peking, Monsieur G. Lemaire, left Shanghai for Tientsin, en route to the capital, by the steamship *Tungchow* on the morning of September 29th.

Mr. Jamieson, Assistant Judge and British Consul at Shanghai, arrived at that port from Vancouver by the Canadian Pacific liner *Empress of Japan* on September 27th, and assumed his duties the following day.

On the 25th ult., at about 9 p.m., a collision took place off Sutan's Shoal light-ship, not far from Singapore, between the steamers *Billiton* and *Wenus*, in which both vessels were damaged, but neither seriously. No lives were lost.

Mr. Tuppercent—So your new company is bankrupt. Any assets?

Mr. H.K. Director—Not a cent. But you must excuse me. I've just bought a lot of property, and want to see my architect.

Mr. FRASER-SMITH has taken legal action against the Stewards of the Hongkong Jockey Club, in reference to recent matters of public notoriety in connection with that institution, full particulars of which will appear in due course.

The German gunboat *Wolf*, arrived at Macao on the 1st inst., from Canton. We are not aware that the "Chinese of Europe" have nefarious designs on "the gem of the Orient arch," but if they had, it wouldn't matter very much. A few can't take out an existence in the famous Scottish city of Aberdeen; the thrifty sons of the Fatherland would starve in the Centennial city.

Travelle.—"Pon my word, what a curious Victoria Gap—That isn't a grave-yard. That's Queen's Road, our leading thoroughfare."

Travelle.—"If we were a citizen of Hongkong I'd start a movement to utilize it for cemetery purposes, by burying the authorities in those holes."

ADVANCE LUTERAN! The first number of a new Portuguese publication entitled *A Folha Nova*, has recently seen the light in Kobe. The brief existence of this fledgling literary will prevent our criticising it seriously and extending those courtesies which journalists are so happy to recognise all the world over. The Portuguese, in the Far East, want work, not childish twaddle.

"Sir Rupert" Ryrie denies that he called a certain German boat a *schwindhund* in the Hongkong Club the other day. Phineas says that, he applied to the party in question a good old Anglo-Saxon term, which is hardly fit for ears polite. But "the Highland gentleman" says he meant it, and we believe him. What has the German done to say in his defence? We pause for a reply.

We regret to learn that Mr. W. A. Pritchard, second officer of the Scottish Oriental Co's steamer *Kong Beng*, committed suicide on board that vessel in Bangkok on the morning of Sept. 24th, by shooting himself through the head with a revolver. Deceased was 29 years of age, and a native of North Wales. No cause was assigned for the rash act, but possibly something may have been elicited at the inquest held on the 25th ult.

A SPECIAL proclamation in a Government Gazette Extraordinary issued this afternoon (1st inst.), prohibits the exportation from this colony of arms, ammunition, powder and military and naval stores for a period of 12 months to-day. This Ordinance (3 of 1891, amended by 3 of 1890) has been put in force owing to representations made to His Excellency the Administrator by the Chinese Government, that those who may read.

It would seem that the troubles in the North are now being more seriously regarded by the British Naval authorities, and the *Essex*, being hastily provisioned and got up for active service, on the Yangtze. She is under the command of Lieut. A. H. Anson, and will first proceed, in company with H.M.S. *Plymouth*, to Shanghai, thence we believe to Ichang, where doubtless she will be of great value at the present time, owing to her light draught. The *Essex*'s crew numbers 70.

The departure for China of boatloads of Australian gold-miners, harkens the Sydney Bulletin, from one of those "The Serious Mining" gold-miners, and Captain Murphy, a well-known half-Chinese towards the Borderland, says the Captain, "that reminds me. A poor blackfellow next door fell off a chimney, and I've collected a trifling sum. I put you down for eightpence?" Amnabad! "I should be delighted, I'm sure, but it's not in my line—not for the life!"

A CORRESPONDENT writes from Wuhu to the N. C. Daily News on 8 September 1891: "I am very glad to be able to inform you that negotiations with the Roman Catholic Mission have been reopened within the last few days, and although progress has been so far very slow, there is reasonable hope that a settlement will be arrived at before long. At present the Fathers have demanded that the 'Victory's' delegates commit the conditions of settlement to writing, in order to place them to something definite, and to put a stop to shuffling and for all. Every thing seems quiet here at present; there is even a dearth of threats, of which there used to be quite a crop. The Fathers are turning up buildings inside that Mission grounds, the roofs of which are plainly showing themselves above the wall. It looks as if the Mission would soon be in full swing again."

We publicly direct the attention of the Acting Attorney General, the Acting Capt. Superintendent of Police, or whoever may be Public Prosecutor in this colony, to an advertisement published in the *Daily Press*, soliciting tenders for a gambling farm, on behalf of that rotten and utterly hopeless institution known as the Government of the Straits Settlements. This advertisement is a clear intimation of the *Gambling Act*, and if the Hongkong Government doesn't see its way to principally prosecute the *Daily Press* and the local representative of the British North Borneo Government—Mr. Dalrymple, we believe we shall be forced to the conclusion that there is something rotten in the state of Hongkong. (This is a journal, been guilty of such an offence, the Editor would have been in double-trouble time, handed off to a dangerous cell by twenty-five Scotch policemen and kept there until his spirit took flight to the regions of the West.)

ADMIRAL Belknap shifted his flag from the *Monocacy* to the *Charleston* at Yokohama on the 23rd ult.

It is stated that the Messageries Maritimes Co's steamer *Sydney* sustained no damage whatever to her bottom through getting aground on a sand-bank off the coast of Japan during the recent typhoon.

The Shanghai *Mercury* hears that the steamship *Ellis* has been flying the Naval ensign, and pennant since she has been chartered by the British Government for an indefinite period. Her funnel and hull have been painted like the British mch-of-war on the ensign, and she has a Lieutenant and 30 petty officers and men on board. The *Ellis* is found in coal, pilotage, etc., and receives £16,000 monthly as charter money.

"AN Old Subscriber" says he would give a movable screen—a window quantity in these queer times, especially for a broker—to know who is specially referred to in our paragraph of last night (and last), as the great sea-serpent with a black back, white belly, two long arms, and a fathead. No use for any such larva structure. The animal in question is to be found strutting any day between the Hongkong Club and the office of our evening contemporary.

A CLEVER squib in our issue of the 1st inst. was completely lost through had proof-reading. The Office Goes is a really A 1 Journalist, but when it comes to low down as proof correcting, he admits he is not quite "all there." Here are the lines as they ought to have appeared, and that they strike home will be admitted by all—

The worthy Surveyor-General Performs some wondrous feats, But we'll soon be attending his funeral If he don't quit disceding the streets.

M. BRYON writes to our Shanghai morning contemporary from Tientsin that he has taken up the defence of Tientsin Ki-long, because he is convinced, on good evidence, that that gentleman has been guilty of nothing more than weakness, in incurring a few debts that he was not able to discharge before he was recalled from Paris. M. Bryon has learnt that this is the view taken by the Viceroy Li, and he has been informed by the Viceroy's Secretary, Mr. Lo Hong-ling, that Tientsin will be shortly restored to favour, and will be summoned to Tientsin, and given a post of importance.

THE Chinese Government would appear to have at last awakened to the fact that the Yangtze trouble must possibly lead to serious complications with the European Powers. At all events, we are rejoiced to learn that two vessels of the Peiyang Squadron, no doubt under special orders from the great Li Hung-chang, arrived at Shanghai on Sept. 28th. But this trouble is not confined to the upper reaches of the Yangtze; it is as pronounced in Canton and throughout the Liang-Kuang as in the North—and the sooner the dogs of war are let loose in earnest, the quicker will the difficulty be surmounted.

THE *Bangkok Times* of the 23rd Sept. contains the following:—The refugee Prince Doang Chakras, heir-apparent to the throne of Cambodia, arrived in Hong Kong via Chantaboon a few days ago, and after residing for a short period at the Palaco Hotel became the guest of H. E. Phya Anon Chassane. The Prince reports that all his property has been confiscated by the French, who were, at the time of his flight, trying to coerce his royal father, King Norodom, into signing a new treaty. King Norodom, states Prince Doang Chakras, was practically under arrest, and it appears from all indications that it was intended to annex the country, for a large body of French troops had been moved up from Saigon to Phnompenh and the King's palace was surrounded before the Crown Prince fled the country.

THE shareholders in the National Bank of China are to be congratulated upon having secured the services of the most competent chartered accountants that the East has ever known, in the person of Mr. J. Anderson late of the Chartered Bank of India, Australia and China. Mr. Anderson resigned the Chartered Bank's service for more glittering prospects in the bill and bullion brokerage field, and although his realizations of support surpassed his most sanguine expectations, he has nevertheless been incited to the advancement of the National Bank, which has overruled his fortunes, and Mr. Anderson himself will derive considerable benefits from the connection, in the solid opinion of all who know the ins and outs of Eastern banking business. Already we are pleased to note that the scrip of this bank is on the boom, shares having advanced at a phenomenal rate in the course of 10 days.

ALICE MEMORIAL HOSPITAL. Statistics for September, 1891.

In-Patients remaining in Hospital on 1st September..... 58

In-Patients admitted to Hospital during September..... 66

Total number treated as In-Patients..... 124

Of these there were:

Discharged cured..... 39

Discharged relieved..... 13

Discharged on other grounds..... 4

Died in Hospital..... 1

In-Patients remaining in Hospital on 1st October..... 67

Out-Patients, new cases..... 201

Out-Patients, return visits..... 576

Total number of Out-Patient visits..... 1477

Operations..... 20

Dental cases..... 24

Casualty cases..... 1

JOHN C. THOMSON, M.A., M.B., Superintendent.

THE *William F. Roth*, Captain Bray, arrived in the harbour today this morning (says the *Kobe Herald* of the 21st ult.), after passing through an extremely dangerous time in the recent typhoon. The ship was shot 350 miles north of Kobe, near the Oho Islands, when the blow came. By what we can gather from the crew, the vessel was not far from the coast when the typhoon struck. For 15 minutes a period of perfect calm lasted, and then the gale was felt in all its fury. Deck, hull, and skylights were washed away, most of the damage being done by one huge wave which swept everything before it. Two men found a watery grave at this juncture, and the captain, who was washed by a life line, was carried partly overboard, only to be returned to his ship by an immediately following wave. The raft in places is carried away, and much of the top of the deck work is missing. A boat tempted to offer a chance to the captain and his wife and the crew. If other seas had followed with such destructive energy, for 36 hours the ship experienced the tumbling and the tossing of huge seas; and what this must have been to a delicately nurtured woman may be inferred from the appearance of her husband, Captain Bray, whom we have interviewed this morning, but have found him so thoroughly worn out and run down by his experiences, as to ask for a little time before giving a detailed account of them.

INFLUENZA, according to the *Times*, is on the increase in Bangkok. Fortunately, the epidemic is of a very mild form.

In connection with the wreck of the *Leht-maru*, which occurred in the Bay of Aburatsubo on the 16th ult., and which we recorded on the 26th, no less than 18 lives were lost, ten of that number being passengers. Two others are reported to have been seriously injured.

Our beloved Sammy Brown Keeps digging up the town And opening mammoth graves in every street; But if he doesn't stop soon, he'll be digging up the public good to stop it. By burying him alive there *loute de suite*.

THE Sanitary Squabble. Says Dr. A. to Dr. C. "Two hit on a grand idea: when small-pox patients arrive by sea, let us put 'em aboard the *Hygeia*." Says Dr. C. to Dr. A. "Such notions I never hear down. The only place for an S. P. H. is the P. S. in Kennedy town." Says Dr. A. to Dr. C. "since you can't agree, we'd better postpone the question." And the quarrelled passengers willingly fall in with that suggestion.

A NEW stern-wheeler for the service of the Messageries Fluviales was launched at Halphong the other day with a considerable amount of ceremonial. The *Chao-bys* is a vessel of 130 feet in length, beam 22 feet, depth 6 feet, and with a draft of 24 inches, and was designed by Mr. W. Jack, engineer in chief to Messrs. Marty and D'Abadie. She is likely to prove a very great success in the particular business for which she was designed. The launch passed off with great *clat*.

"Was ist des Deutschen Vaterland?" This is a conundrum, and if it were not distinctly against the law we would offer a handsome bonus for its solution. Hongkong seems to be a good sort of a footing ground for champion beer-drillers and dilettante dilettantes of certain exclusively German type. Latest hint—"To those who love it, we rather think that taking all in all, Hongkong is a pretty fair specimen of 'des Deutschen Vaterland'."

FROM a return just issued from the Harbour-Master's Office we learn that the total number of arrivals, including sailing ships, in the Hongkong harbour for the months of July, August and September, was 1,101, representing a tonnage of 1,323,523, as against 716 and 838,335 for a corresponding period in 1890. This, of course, does not include river steamers. At all events, we see that the ocean traffic has increased by 17 in arrivals, and in tonnage 27,600. The figures look imposing, but Hongkong still languishes in a semi-poverty-stricken condition.

It is said that the last conspicuous bank defaulter who got away from Adelaide left in a clean shave, a state and, disguised as a middle-aged Jew. He was dressed in deep black, and accompanied, who addressed him as "mother," saw him on board, and placed him in charge of the captain. The widow wept bitterly at parting, and kissed her alleged offspring, and then tottered feebly to the rejection of the—ladies' cabin. How many bank defaulters are going about Hongkong at present, disguised as "clean-shaven states" and disguised in a spurious respectability, we wonder!

FROM Ichang the *N. C. Daily News* learns that Mr. Lister, who was drowned on the 16th Sept., lost his life through the boat being swamped in the current. His two boatmen were able to get away. From Ichang it is reported that a servant in the employ of a foreigner, while playing with his master's revolver, was accidentally shot, the bullet passing through his hand and entering his left side near the heart. A doctor, probed the wound, but could not find the bullet, and the boy was sent to Hankow in the hope that his life would be saved. The Ichang natives are rather afraid of the chartered steamer *Ellis*, as they believe that there are four hundred man-of-war sailors stowed away in her hold.

We would direct the attention of the harbour authorities to the rival fishing that is at present being indulged in by the fleet belonging to the Steam Launch Company and the flying craft of Mr. N. Dobajee. These opposing boats leave Padder's Wharf at the same moment and race pell-mell across the harbour, much to the danger of the sampans that pile so densely. These rival enterprises to deem that the chief object of their existence is to pile up the bodies of the harbour, and the wharves of the harbour, and the "skippers" who knock the larger lump out of the piles, consider that he has gained a point of no inconsiderable value. It is high time that a better supervision were exercised over these ferry-boats, and unless something definite is decided upon which will regulate their travelling speed, a most serious, and probably fatal, accident seems inevitable.

THE Chinese authorities of Amoy are evidently alarmed by the symptoms of rebellion in that district. The Toota has issued two proclamations last week, the one commanding the magistrature to arrest and deport all suspicious characters, and the other closing all gambling-houses, brothels and opium dens on the ground that they are frequented by criminals and rioters. The Admiral arrested two strangers on the charge of Ko-Kao-hui agents and finding them guilty, had them confined to the harbour, and his yamen. At Chean-Chin Foo Ko-Kao-hui have been decapitated for being implicated in the recent insurrection. The European residents at Ko-Kang-ang are all taking a lively interest in revolver and rifle practice, ever since anti-foreign placards were found on the 27th ult. upon the walls of several houses upon the Bund.

THE Portuguese gunboat *Div* left Macao for Canton on the 1st inst. We are glad that Governor Berio has seen the necessity of following the good advice indicated in our columns some days since. If Portugal means to show in the Far East that she still has existence as a European Power, she must show it practically, and a Portuguese war-vessel at Canton is about as plain an argument that the grand old country has still a kick left in her as we could wish to be implied. We have said late of some of the things during the past year about the Holy City and her retrograde policy, and not without ample cause; we have also, made many suggestions that, had they been adopted, would have saved Macao a sea of trouble, and placed the ancient city in a very different position to that which she now occupies. Had Cont-Real not died so soon, the probability is that Macao, instead of being a city of Rip Van Winkles, would be now one of the busiest and most prosperous commercial emporiums in the Far East. But it was not to be, and we sadly fear the tide, which taken at the flood might have led to a new era of Portuguese prosperity, has been allowed to fall too low for any immediate or substantial recovery. However, the Portuguese can fight, and as there is certainly danger abroad at the present time, Captain Berio is acting wisely in showing that, so far as his resources go, the flag and rights of old Lusitania will be maintained to the death. It is a common habit in Hongkong to scoff at any threatened danger from Chinese; but the scoffers are persons entirely ignorant of the political situation. There is serious danger to be apprehended, just now, and every foreign community in China, from Peking to Newchwang, should be prepared to face the worst.

A "BRITISHER" writes to our Shanghai evening contemporary, under date the 26th September:—"Will you allow me to point out to our authorities, for their information, that at the present serious juncture there is one British war-vessel, the *Caroline*, in the port of Shanghai, with a complement of 1771 men. Think if they consider this ample protection of British interests in the event of the Chinese attempting business!" I am not sure of the number of Chinese troops in the vicinity of this Settlement just now—and it is not my duty to find out—but I understand there are at the least from ten to fifteen thousand, and to mention the thousands of rowdies there are inside. I would also ask why our Minister at Peking, who represents our Queen, has discontinued his body-guard of some twenty or thirty Europeans, and now goes about like any ordinary coolie? Surely the British nation, with 90 per cent. of the trade of China, can afford that much show—so necessary in this country—at the capital, to keep up its dignity?"

THE *Sydney Bulletin* illustrates some of the curiosities of banking. "Within the last few days" says our contemporary, "two in Melbourne have gone on the road where the defunct bank goes, and they seem to be strongly tempted to do so. At least one of the owners must of things, and the other, and it had borrowed £60,000 from the other on the security of the shares, and when the first bank broke it wanted to collar most of the second bank's assets by way of calls, and the second bank closed up in alarm, and left the liquidator to sort things out. This is a good system, if it were only carried to its legitimate conclusion. The proper way for an on the business is to start two banks at once, each with a capital of a million, all paid up, and let each bank own the whole of the other's shares. Then as a natural result each will have a million pounds, and neither will have a cent, and everything will be quite correct all round. After carefully thinking over this, we are constrained to say that of mere capital, of course, what are the exact relations between the Hongkong and Shanghai Bank and the Bank of China, Japan and the Straits, Ltd.? There is perhaps more in this query than the thoughtless outsiders imagine?"

THE annual meeting of members of the Hongkong Jockey Club was held at the City Hall on the afternoon of the 26th ult., to discuss the general business of the Club, but principally for the passing of the presented accounts, and to effect the re-election of Stewards. A considerable number of names giving promise of a much desired element of new blood, was introduced, as representing candidates with the necessary qualifications; but the only one who passed the rubicon was Mr. J. D. Humphreys, who was elected in the place of Mr. W. H. Forbes, who had lately resigned. And we make bold to state that no happier choice could have been hit upon by the members. Mr. Forbes, who has ever been characterised as being a fair and square "sport" in fact, a man above suspicion in all other walks of life as well as that of the sporting world of China; and Mr. Forbes's successor is a man after our own heart, a blunt outspoken, honest-rumping Englishman, and in the person of Mr. J. D. Humphreys, the Hongkong Jockey Club has secured the official connection of a man who we feel sure will at all times see the fair play is meted out to every member of the Jockey Club. If not, we shall be mistaken for once.

We recently published particulars of a serious quarrel that had occurred between Quelpart natives, and Japanese fishermen who visit those islands. In connection with this trouble the Korean correspondent of the *Yiji Shimbun* writes that the quarrel is, as follows:—"In my former letter I alluded to the fight between the inhabitants of Quelpart and the Japanese fishermen, who three lives were lost. I now learn that the quarrel has not yet ended. Persons employed by the corrupt officials in Quelpart continually shoot at the Japanese fishing boats, who in defence return the shots. For several days the fighting has been going on by sea and by land, and from 50 to 60 persons have been killed or wounded. A letter received from a Korean friend states that 8 of the islanders have lost their lives. Whether these figures be correct or not, it is at any rate certain that severe fighting has taken place. One Japanese, a child of the Japanese fishermen, returned recently to Nagasaki with three top-boats, but was recalled by telegram, though his people are certified by Korean evidence to have had no concern in the trouble. The Quelpart folks are greatly excited by the deaths among their fishermen, while the Japanese, on their side, are determined not to be illegally deprived of their fishing rights. There is no prospect of the quarrel ceasing until the Chinese arrive with the Japanese Consul. It is reported that such desperate fights with results so grave never occurred before."

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The following is the report for presentation to the shareholders at the eighteenth ordinary meeting to be held at the society's office, at noon on Saturday, the 10th October, 1891:—

The Directors have now to submit to the Shareholders a Report of the business of the Society for the year 1890, and for the six months ended the 30th June 1891.

1890.—The net Premiums collected for the year, after deducting Returns and Reinsurances amounts to \$1,147,294.97. After providing for a bonus of 18 per cent. on contributions paid in May last, there remains at credit of working account a balance of \$164,862.14 as per annexed statement.

From this sum the Directors recommend the payment of a dividend of 65 per cent. per share equivalent to 25 per cent. on the paid up capital of \$25 per share, and in addition to the Reserve Fund of \$30,000, raising the Reserve to \$800,000. The balance remaining \$66,862.14 they propose to carry forward to meet liabilities and claims still outstanding, and thus close the account for the year 1890.

1891.—The position of the Society for the year, so far as it can be ascertained is as follows:—

Balance of Working Account to the 30th June as per annexed statement \$413,904.02

Add estimate of premium to 30th September..... 320,000.00

Estimate of losses to pay..... \$735,904.02

Since the last general meeting, Mr. C. J. Holliday has been invited to join the Board, and his election now requires the confirmation of the meeting.

In accordance with clause 110 of the Articles of Association, Messrs. P. Ryrie and J. J. Kenwick retire, but offer themselves for re-election.

AUDITORS. Messrs. J. H. Cox and R. Lyall retire, but offer themselves for re-election.

P. RYRIE, Chairman.

WORKING ACCOUNT, 1890.

To Working Account balance on 30th June, 1890..... \$413,904.02

To Capital, 10,000 Shares of \$250 each..... \$2,500,000.00

By Cash on Current Account with the Hongkong and Shanghai Banking Corporation..... \$1,147,294.97

By Cash on Deposit, viz:— Hongkong and Shanghai Banking Corporation..... 242,100.00

Chartered Bank of India, Australia and China..... 100,000.00

Chartered Mercantile Bank of India, London and China..... 47,500.00

New Oriental Bank Corporation Limited..... 21,000.00

By Amount on Mortgage, viz:— In Hongkong..... 115,000.00

In Shanghai..... 41,884.82

By Cash invested in Chinese Imperial Loan, C. 1894..... 60,000.00

Cash at Debt of Branches and Agencies..... 1,104,418.77

Including:— £100,411.15, invested in London in Consols, East India Government guaranteed, railways, and other securities, £45,000 on deposit with banks in London, and £10,000 on deposit with banks in Melbourne.

"Bills Receivable..... 24,460.50

"Bills Remitted to London..... 13,070.10

Agency, 30th June account..... 149,901.20

"Sundry Debtors..... 1,999,574.31

W. J. SAUNDERS, Acting Secretary.

We have compared the above statements with Books, Vouchers, and Securities at the Head Office, and with the Returns received from the various Agencies of the Society, and have found the same to be correct.

JAMES H. COX, R. LYALL, Auditors. Hongkong, 1st October, 1891.

To net premium 1st July to 31st December, 1890..... \$16,919.83

To Interest..... 52,689.22

\$69,609.05

By Agency Commissions..... \$23,656.10

Charges..... 1,200.86

Head Office Charges..... 21,270.13

Shanghai Charges..... 11,291.95

London Charges..... 29,278.55

Yokohama Charges..... 4,561.70

Melbourne Charges..... 6,345.44

Remuneration for half-year ending 31st December 1890, to Directors, Committees and Auditors..... 7,527.08

Exchange..... 456,415.93

Bonus on Contributions of £100 (declared 25th April, 1891) 18 0/0..... 18,000.00

Balance..... 154,862.14

\$694,320.76

WORKING ACCOUNT, 1891.

To Net Premium from 1st January to 30th June, 1891..... \$709,680.85

Interest..... 20,441.50

\$730,122.35

By Agency Commissions..... \$18,555.40

Charges..... 1,554.44

Head Office Charges..... 21,209.85

Shanghai Charges..... 12,194.85

London Charges..... 25,894.95

Yokohama Charges..... 4,768.98

Melbourne Charges..... 7,708.44

Remuneration for half-year ending 30th June, 1891, to Directors, Committees and Auditors..... 7,527.08

Exchange..... 456,415.93

Losses and Claims paid..... 160,572.98

Balance..... 413,904.02

\$730,122.35

By Cash on Current Account with the Hongkong and Shanghai Banking Corporation..... \$1,147,294.97

By Cash on Deposit, viz:— Hongkong and Shanghai Banking Corporation..... 242,100.00

Chartered Bank of India, Australia and China..... 100,000.00

Chartered Mercantile Bank of India, London and China..... 47,500.00

New Oriental Bank Corporation Limited..... 21,000.00

Wm. LE LACHEUR, British bark, 573.
Reynoll, 26th September,—Lagulaman
(Philippines); 3rd Sept. Timber,—Gil
Livingston & Co.

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